



*Memorandum from the
Engineering and Public
Works Department*

TO: Gary Buxton, Director of Planning
DATE: 25 July 2025
PREPARED BY: Nate Johnson, Engineering Assistant
OWNER: **D.Webb Developments Ltd. & 1535559 BC Ltd, INC.**
APPLICANT: **D. Webb**
SUBJECT: **Rezoning Application No. 1198**
LEGAL: Lot A, Section 5, Township 20, Range 9, W6M, KDYD, Plan 12843 (009-256-733) &
Lot B, Section 5, Township 20, Range 9, W6M, KDYD, Plan 12843 (009-256-784)
CIVIC: **4421 Hwy 97B & 5561 Auto Road SE**

Further to your referral dated June 10 2025, we provide the following servicing information. **The following comments and servicing requirements are not conditions for Rezoning; however, these comments are provided as a courtesy in advance of any development proceeding to the next stages:**

Engineering Department does not have any concerns related to the Re-zoning and recommends that they be approved.

General:

1. Full municipal services are required as noted herein. Owner / Developer to comply fully with the requirements of the Subdivision and Development Services Bylaw No 4293. Notwithstanding the comments contained in this referral, it is the applicant's responsibility to ensure these standards are met.
2. Comments provided below reflect the best available information. Detailed engineering data, or other information not available at this time, may change the contents of these comments.
3. Properties shall have all necessary public infrastructure installed to ensure properties can be serviced with overhead electrical and telecommunication wiring upon development.
4. Property under the control and jurisdiction of the municipality shall be reinstated to City satisfaction.
5. Owner / Developer will be responsible for all costs incurred by the City of Salmon Arm during construction and inspections. This amount may be required prior to construction. Contact City Engineering Department for further clarification.
6. Erosion and Sediment Control measures will be required prior to the commencement of construction. ESC plans to be approved by the City of Salmon Arm.
7. Any existing services (water, sewer, hydro, telus, gas, etc) traversing the proposed lot must be protected by easement and relocated outside of the proposed building envelope. Owner / Developer will be required to prove the location of these services. Owner / Developer is responsible for all associated costs.

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8. At the time of subdivision / building permit the applicant will be required to submit for City review and approval a detailed site servicing / lot grading plan for all on-site (private) work. This plan will show such items as parking lot design, underground utility locations, pipe sizes, pipe elevations, pipe grades, catchbasin(s), control/containment of surface water, contours (as required), lot/corner elevations, impact on adjacent properties, etc.
9. For the on-site development, prior to commencement the applicant will be required to submit to the City for review and approval detailed engineering plans in accordance with the requirements of the Subdivision and Development Servicing bylaw 4163. These plans must be prepared by a qualified professional engineer. As a condition of final subdivision approval, the applicant will be required to deposit with the City for a period of 1 year, funds equaling 10% of the estimated cost for all works that are to be transferred to the City.
10. For the off-site improvements at the time of subdivision / building permit the applicant will be required to submit for City review and approval detailed engineered plans for all off-site construction work. These plans must be prepared by a qualified engineer. As a condition of subdivision / building permit approval, the applicant will be required to deposit with the City funds equaling 125% of the estimated cost for all off-site construction work.

Roads / Access:

1. Auto Road SE, on the subject properties southern boundary, is designated as a Rural Arterial Road standard, with an ultimate 25.0m road dedication (12.5m on either side of road centerline). Although the City only requires an Interim total of 20.0m of road dedication (10.0m on either side of road centerline) at this time, all building setbacks will be required to conform to the ultimate 25.0m cross section. Statutory Right of Way may be required to protect infrastructure outside 20.0m dedicated Right of Way. Available records indicate that no additional road dedication is required (to be confirmed by BCLS).
2. Auto Road SE is not currently constructed to a Rural Arterial Road standard. Upgrading to the current Rural Arterial Road standard is required, in accordance with Specification Drawing No. RD-09. Required upgrading includes, but is not limited to, widening to provide a 2.5 m paved shoulder and associated ditching or drainage improvements. The Owner / Developer is responsible for all associated costs.
3. Highway 97B, on the subject property's eastern boundary, is a provincial controlled access highway. Additional dedication, improvements, and access locations will be determined by Ministry of Transportation and Transit (MoTT). It is the responsibility of the Owner / Developer to ensure all MoTT requirements have been met.
4. Provisions are to be made at the southeast corner of the property to accommodate future emergency and/or driveway access to 4661 60 Street SE. This includes providing sufficient space for a statutory right-of-way and meeting any applicable setback requirements to allow for future construction in accordance with Policy 3.11 (Emergency Accesses).
5. Owner / Developer is responsible for ensuring all boulevards and driveways are graded at 2.0% towards the existing roadway.

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6. As Auto Road SE is designated as an Arterial Road, accesses shall be designed by keeping to a minimum number. Only 1 - 8.0m wide driveway access will be permitted onto Auto Road SE with the current parcel alignment; should the parcels be further subdivided in the future, all accesses should be designed to come off the future internal road network where possible. All unused driveways shall be removed. Owner / Developer responsible for all associated costs.
7. Should the Ministry of Transportation and Transit not permit access onto Highway 97B for the fronting parcel, a driveway must be provided and be protected by easement.
8. As per Greenway Strategy and Official Community Plan, a pathway is required to be dedicated and constructed within the frontage of Auto Road SE. Upgrading the road cross section to RD-9 cross section will satisfy this requirement. Owner / Developer responsible for all associated costs.
9. Any future subdivision or development shall conform to the road network preplan completed for the area, or if amendments are required, show how the new layout meets the intent of future servicing of the areas included in the preplan.

Water:

1. The subject property fronts a 300mm diameter Zone 5 watermain on Auto Road SE. No upgrades will be required at this time.

The subject property does not front a water main on Highway 97B or have legal frontage on a municipally serviced road. In the absence of a subdivision layout or internal road network, water servicing must be provided to 4421 Highway 97B and be protected by easement. Owner / Developer is responsible for all associated costs.

2. Owner / Developer's engineer will be required to prove that sufficient fire flows and pressures exist for any proposed development. Where the existing system is found to have insufficient capacity, the Owner / Developer will be responsible for the construction of any required upgrades.
3. Records indicate that 5561 Auto Road SE is serviced by a 25mm service from the 300mm diameter watermain on Auto Road SE. All existing inadequate / unused services must be abandoned at the main. Owner / Developer is responsible for all associated costs.
4. The proposed parcels are each to be serviced by a single metered water service connection (as per Specification Drawing No. W-11), adequately sized to satisfy the proposed use (minimum 25mm, 50mm recommended). Water meter will be supplied by the City at the time of building permit, at the Owner / Developer's cost. Owner / Developer is responsible for all associated costs. If the parcels remain in this configuration without a formal subdivision and internal servicing layout, installation of meter pits at or near the property line may be required. Owner / Developer is responsible for all associated costs.
5. The subject property is in an area with sufficient fire flows and pressures according to the 2011 Water Study (OD&K 2012).
6. Fire protection requirements to be confirmed with the Building Department and Fire Department.

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7. Existing Fire Hydrants within frontage of Auto Road SE are sufficiently spaced to meet current industrial density spacing. No additional fire hydrants are required along Auto Road SE.
8. Any future subdivision or development shall allow for looping of the watermain to 'upstream' properties.

Sanitary:

1. The subject properties do not front a City sanitary sewer system. Subject to the required approvals from Interior Health Authority, private on-site disposal systems will be required for each lot.

Drainage:

1. 5561 Auto Road SE partially fronts a 600mm diameter storm sewer on Auto Road SE. Stormwater discharge for both parcels is anticipated to be via overland dispersal. Further to the outcome of Item 5, no upgrades or extensions to the storm main are required at this time.
2. 4421 HWY 97B does not front an enclosed storm sewer system.
3. An Integrated Stormwater Management Plan (ISMP) conforming to the requirements of the Subdivision and Development Servicing Bylaw No. 4293, Schedule B, Part 1, Section 7 shall be provided for each parcel.
4. Where onsite disposal of stormwater is recommended by the ISMP for 5561 Auto Road SE, an "Alternative Stormwater System" shall be provided in accordance with Section 7.2.
5. Where discharge into the Municipal Stormwater Collection System is recommended by the ISMP, this shall be in accordance with Section 7.3. 5561 Auto Road SE shall be serviced by a single storm service connection adequately sized (minimum 150mm) to satisfy the servicing requirements of the development. Owner / Developer's engineer may be required to prove that there is sufficient downstream capacity within the existing City Storm System to receive the proposed discharge from the development. All existing inadequate / unused services must be abandoned at the main. Owner / Developer is responsible for all associated costs.
6. A natural depression exists in the northwest corner of 5561 Auto Road SE that is acting as a natural soak away basin for the stormwater in the area. Through the development plans, combined with the ISMP and geotechnical study for the sites, it shall be determined whether the basin will remain. If the basin is filled in, it will be necessary to mimic the storage and infiltration through engineered infrastructure. Should the depression remain as stormwater storage and infiltration an overland flow route will be required to allow a safe emergency route to City property. The natural overland flow route is through the undeveloped property of 4180 54 Street SE which will allow the City to secure right-of way upon site development relieving the developer of this requirement.


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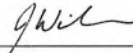
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Geotechnical:

1. A geotechnical report in accordance with the Engineering Departments Geotechnical Study Terms of Reference for: Category A (Building Foundation Design), Category B (Pavement Structural Design), Category C (Landslide Assessment), is required.



Nate Johnson
Engineering Assistant



Jenn Wilson P.Eng.
Manager of Engineering

